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NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only. No anonymous or signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic address: Press, Codes: A.B.C. 6th Ed. Golden.

P.O. Box, 35, Telephone No. 12

DEATH.

On the 16th September, at 6 p.m., at Nagasaki, Captain W. WENDT.

The Daily Press.

HONGKONG OFFICE: 14, DES VOGES ROAD CL. LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 19th September, 1902.

It seems to us a matter for regret that the Singapore papers have taken up toward the Siamese Government the attitude of which we have recently given some examples. We do not propose to defend the conduct of the Siamese in that part of the Malay Peninsula which is under their rule, for that is a matter about which we know less than Singapore. But to criticise Siamese misgovernment, if it exists, is a different matter from urging, as the Press of the Southern part practically does, the annexation of Siamese Malaya to Great Britain. Sir FRANK SWETENHAM recently went on a short visit to Kelantan and the neighbouring parts of the Peninsula. The Straits Times, commenting on this, said:—"By this time it seems to be generally understood that the voyage to Kelantan and Tringganu which H.E. the Governor has undertaken, has a more important object than casually meets the eye. The Governor took with him, we learn, a "bundle of British flags. As to the number, design, or even object of these flags we have no definite information, but conjecture is rife, and among the other rumours current it is alleged that they are to float over Kelantan, and perhaps Tringganu, before long, and thus place those two States under British protection." Such a paragraph can only be regarded as mischievous in the extreme. The Straits Times goes on to mention that, on the 20th ult., the steamer Fleo took direct to Kelantan about 100 Sikhs, who were specially imported from Penang, Bombay, etc., by the agent of the Sultan of Kelantan in Singapore. The natural implication of this is that the Sultan of Kelantan was about to throw off the Siamese yoke

and put himself under British protection, and that the Governor of the Straits Settlements proceeded to Kelantan to aid him in this design. Now could any sensible man seriously anticipate this most unwarrantable line of policy on the part of Sir FRANK SWETENHAM, Governor of a British Colony and responsible to the British Government for his acts? As a matter of fact Sir FRANK returned to Singapore on the 10th instant, leaving Kelantan still under Siamese rule. What became of the flags, the Straits Times does not mention. Our contemporary concludes a short article on the Governor's return with the words "his tour has no immediate political significance." We do not understand why it was thought fit to try to read such significance into the tour at all, except in support of the annexationist policy, which is most unwisely and short-sightedly being advocated by a strong section of opinion in Singapore. What the effect of such arguments will be is plain enough. France, during M. Doumer's rule in Indo-China and during the present deputy-governorship, has been pressing hard on Siam, and a strong party has been advocating the practical incorporation of the "French sphere of influence" with French Indo-China. It is easy to see what encouragement in their schemes of aggression these "French Colonial" "forwards" will receive from the advocacy in Singapore of a similar act of robbery on the South-Western frontier of Siam. If unfortunately both advocates of the land-grabbing policy were to gain their ends, Siam would be left with Menam Valley alone, a mere shadow of a country and as a buffer-state perfectly valueless. Sound opinion both in Britain and in France recognises that the true interests of both countries will best be served by the maintenance of Siam in undiminished extent and strength between the colonial possessions of the two in South-eastern Asia. Those who constantly urge that Britain should take over the Siamese Malay States, which she does not want, are doing their country a great disservice.

Major-General and Lady Gascoigne left by the *Prinzess* yesterday for Yokohama. They will be away about two months.

Captain Lyons, the new Deputy Captain-Superintendent of the Colony's police force, reported himself at headquarters yesterday.

A brilliant match which excited some interest was played at the Hongkong Hotel on Wednesday night, when P. C. Pitt, of the Water Police, defeated Mr. R. Houghton by 122 points in a game of 500 up. The men were very level for the first 100, but Pitt drew away soon after. A match has been arranged between the winner and a sergeant in the R. W. F.

In the list of awards for a prize-essay on subjects connected with tropical diseases we find the following:—A prize of the value of £10, entitled the Bellios prize, presented by the Hon. [sic] E. R. Bellios, C.M.G., for the best article on "The Spread of Plague from Rat to Rat, and from Rat to Man by the Rat-Flie," awarded to Dr. Bruno Galli-Valerio, professor in the University of Lausanne, Switzerland.

The *Times* writes in its issue of the 16th ult.:—"At present the situation [in Shanghai] seems to be that every Power professes its readiness to withdraw its troops when the others do so, while no Power actually presses very strongly for action in that direction. We ourselves, the French, and the Japanese are understood to desire immediate compliance with the request of Viceroy, while Germany, without actually refusing to move, does not show any intention of moving. The German garrison arrived late, after all necessity for its arrival had passed away, but it is rather characteristic of German policy to try to get the best of a position which it did the least to create. It would seem to be time to devise some means of bringing the present deadlock to an end. The Powers willing to move will not wait, we hope, indefinitely to get a cue from the one which is least desirous of terminating an unsatisfactory situation. It might at least be possible to compel every one concerned to show his hand, and thus to place responsibility on the right shoulders."

The Frenchman Josef Gouin, convicted at Singapore of the murder of a ricksha-coolie on the morning of July 6th, now lies in one of the condemned cells awaiting the decision of the Governor. He is to be hanged on a day fixed by the Governor, and as three Sundays have to elapse between the passing of the death sentence and execution, this will probably be carried out in the first week of October. Gouin, the *Singapore Free Press* understands, has quite broken down, but persists in his innocence, and it is not unlikely that the French Consul will approach the Governor with a view to getting the death sentence commuted to one of penal servitude for life. Gouin is not the first European who has been sentenced to death in Singapore. In July, 1887, a Russian named Sigmund Grabowski was convicted of murdering a woman in Victoria Street, by pushing her down a well; and in 1890 a man named Foster murdered his wife in Selangor and was brought to Singapore to be tried. He was convicted and sentenced to be hanged, but the sentence was not carried into effect and he was sent home. Grabowski's sentence was commuted to penal servitude for life.

The Belgian steamer *Polina* has left for the Philippines to-day for the purpose of carrying out the duties of a collector, says the *Mandarin Times*.

The U.S. Treasury Department has decided that invoices of merchandise shipped from the Philippines to the United States must be certified at the port of exportation by some foreign consul or two reputable merchants, the Philippines being, for customs purposes, foreign territory. The certification by the U.S. Collector of Customs cannot be accepted, as it is illegal.

Few people would be prepared to say offhand what is the value of the fleet reviewed at Spithead last month, and most estimates would greatly exceed the mark. It is, indeed, rather surprising to find that the lines of fighting leviathans through which the Royal yacht steamed represent an expenditure of only some 280,000,000 sterling. The whole Navy, with which Britain rules the waves is not worth much more than £160,000,000. On the sea you get bigger value for your money than on land, a battleship costing about a million sterling, and a cruiser three-fourths of that sum. How small is the first cost of a ship of war compared with the maintenance and manning of a fighting machine is shown by the fact that for the cost of the Boer War we could have built a fleet as big, if not bigger, than the present British Navy.

The visit of Lord Roberts to the German army manoeuvres is not the first time that our Commander-in-Chief has had such an experience. In August, 1881, after his "wild goose chase to the Cape and back," as he writes in his *Forty-one Years in India*, "I spent three very enjoyable and instructive weeks as the guest of H.Y.M. the Emperor of Germany, while the manoeuvres at Hanover and Schleswig-Holstein were taking place." It may be remembered that the Kaiser, when over in England for the Queen's funeral, had invited Earl Roberts to the German manoeuvres of last year, though the death of the Empress Frederick occurred to prevent his visit. Lord Roberts went to Posen in the double capacity of conqueror of the Boers and Knight of the Black Eagle. His appointment to this high and illustrious Order caused a great outcry in Germany at the time; but since then the Germans have been burying the war-latchet, which their Press scribbles used so triumphantly against him and his "grand men."

When the *Messageries Maritimes* s.s. *Polynésie* arrived at Colombo on the 4th September, a case of plague was discovered on board her, one of the European crew, who is stated to have been ailing when the vessel left Singapore on the 31st ult. Strict plague precautions were taken, only the mails being allowed to be loaded, and the patient was to be taken by the ship to Galle. The *Ceylon papers* say that "the case was isolated on board immediately it was declared to be plague, and it will be fortunate indeed if the present is the only case that occurs, in face of the fact that being unaware of the serious nature of the disease from which the man suffered, no unusual precautions were adopted in the treatment of the case. There are a large number of passengers on board the vessel—362 in all—of whom three first-class passengers, viz. Mr. J. R. Rangham, Mrs. E. Warburton, and Mr. G. Drakotis, and thirty Chinese were booked for Ceylon. The Chinese are a relief crew for a tank steamer due in Colombo in a few days time. Extraordinary precautions have also been adopted in coaling the vessel. Lighters of coal were taken alongside the vessel, where they were left by the boatmen, and the unusual spectacle was witnessed of the crew of the French steamer hard at work taking the coal on board."

The following notice has been addressed by Mr. W. M. Shuster, Collector of Customs for Philippine Archipelago, to all Collectors of Customs:—"The following letter is published for the information and guidance of all concerned:—"Sir, I have the honour to acknowledge receipt of your letter of the 25th ultimo, requesting that you be allowed to bring into these Islands Straits-borne, or Bata Chinese, to serve as shoofers or cashiers in the office of your Company here. You state that they are a race quite different from the other inhabitants of China, and are so considered by the Government of the Straits Settlements, which is their home; that they are British subjects and descendants of British subjects. You furthermore state that their forefathers emigrated from China and settled in the Straits, intermarrying with Malay women for some generations, with the result that a distinct race has been formed, who are different from both the Chinese and the Malays; that of late years many of them have discarded the one, and that few of them talk Chinese, their own language being Malay; that they are the cashiers and godown-keepers of the Straits Settlements and do the greater part of the clerical work there; and furthermore, that your Company has found it impossible to obtain suitable men here to work in its cash department. In reply thereto, I beg to inform you that the Chinese Exclusion Laws of the Philippine Islands prohibit the entry of any Chinese persons of Chinese descent, unless they belong to one of the exempt classes, in which case, cashiers, godown-keepers and clerks are not included. If, therefore, Straits-borne Chinese be prohibited from entering the Philippines by the Chinese Exclusion Laws here, the fact that your Company has found it impossible to obtain that class of labour here could have no bearing upon their right to enter, since the Immigration Laws in force here which permit the entry of skilled workmen under certain circumstances do not apply to Chinese persons or persons of Chinese descent."

Two thousand pounds are guaranteed the Australian cricketers on their visit to South Africa, and also the surplus from the proceeds of the tour. Six matches will be played; two at Cape Town, two at Johannesburg, one at Durban and one at Pretoria or Kimberley. It was suggested that before leaving for South Africa the Australians should meet Mrs. Larn's team which recently visited Australia. The 15th September was suggested as a suitable date, the match to be played either at Lord's or at the Oval.

The following from the *Review of Reviews*, on Lord Salisbury's administration, will be read with amusement:—"dear Lord Salisbury, your worst enemy—if he has any enemies—should compare Lord Salisbury to the Third Napoleon; but the period of the Salisbury ascendancy has lasted about the same time, and brought about the same results as the Second Empire. It marks a period of arrest in national development, a belauding of the old national ideals, and a deflection of the energies of the nation from the true path of domestic progress to Chauvinist aggression. The Third Napoleon fell after a war in which he had involved France, leaving behind him as a fatal legacy an indemnity of £200,000,000 to be paid to the victorious German. Lord Salisbury also leaves office after a war which his Ministry provoked, leaving his successors to meet a bill equal to the German indemnity as the result of a war, not less inglorious in South Africa. Professor Beesly remarked last month that as a young man he regarded the nineteenth years of the retrograde régime of the Second Empire with disappointment, dejection, and despair on account of its reversion to hereditary government, its despotic administration, its military insolence, and its encouragement of superstition; but now, he said, it appears to us a mere eddy of trifling account in the stream of French progress. Lord Salisbury's régime had most of the characteristics which Professor Beesly discerned in the French Empire, and possibly it also will be remembered in history as but the mere eddy of trifling account in the stream of British progress."

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SERIOUS ACCIDENT.

An accident occurred on the naval shooting-range at Kowloon yesterday, a bluejacket from H.M.S. *Amphitrite* being wounded by a shot. It was at first reported that two men had been killed, but this rumour happily proved false. The men had been exercising with the Morris tub, and the injured man was disconnecting the tube from his rifle when it exploded, a cartridge, whose presence in the bore must have been overlooked, going through his belt and entering the stomach. Though the injury is a serious one, hopes for his recovery are entertained.

POLICE LAUNCH SUNK.

As the result of a collision with the Police pier at Kowloon on Tuesday afternoon, Police launch No. 3 was for a time underneath the waters of the basin at Tsimshatsai Station. The launch, at the time of the accident, was in charge of a Chinese coxswain, who had orders to bring her from the quayside to the pier, where she was lying, to the west. Instead of doing this, however, he is said to have attempted to facilitate his own time of release from duty by bringing the launch to the east side of the wharf. Against this a strong eight-knot current was running, and the result was that the little vessel was driven on to the pier with such force as to knock a hole in her side below the water-line. She began rapidly to fill, and a Dock launch which was passing, providentially, as it turned out, was hailed for assistance. The disabled boat was taken in tow, and just as her head was touching the pier in the basin, to which a course had been immediately directed, she sank. But for the fortunate arrival of the Dock launch, and the help she rendered, the Police boat for a certainty would have gone down in deep water, and the work of raising her would have been rendered a much more difficult operation than it was found to be, for she was successfully brought to the surface yesterday.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

CRUELTY TO ANIMALS.

TO THE EDITOR OF THE "DAILY PRESS." Hongkong, 18th September. Sir,—Will you kindly permit me through the medium of your columns to draw the attention of the Government to the barbarous practice prevalent in bird-shops of cooping in young pups in bamboo cages about one and a half times (or even less) the size of the unfortunate animals, with the inevitable result that a defending noise is maintained day after day, much to the annoyance of passers-by. Another matter which might also be looked into is the amount of seed with which the birds are fed; judging by the semi-empty seed boxes there would seem to be very little. It is a well known practice among bird-dealers to starve the creatures so as to heighten the notes of songsters and thus attract the attention of intending purchasers—which, if true, is brute in the extreme and deserving of condign punishment.—Yours, etc., HUMANE.

TELEGRAMS.

"DAILY PRESS" SERVICE.

FAR EASTERN AFFAIRS.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 18th September, 7.15 p.m.

THE SITUATION AT CHENG TU.

The Chinese officials have regained control at Chengtu, and the shops have been reopened. The examinations are now over. Excessively heavy rains have caused the fall of a portion of the city wall at Chengtu.

REUTERS SERVICE.

LONDON, 16th September.

THE BOER GENERALS.

The Boer Generals are expected in Berlin next week. The Pan-Germans are making great preparations to receive them, and there is alarm in official quarters at the prospects of Anglophobe demonstrations. The semi-official journals are dwelling strongly on the impolicy of such attitude.

YACHTING—THE AMERICA CUP.

Sir Thomas Lipton has finally decided to issue another challenge for the America Cup, to be sailed for in 1901. *Shamrock III* will resemble her predecessors, but will be less costly.

REMARKABLE SPEECHES BY THE

FRENCH MINISTER OF MARINE.

M. Pelletan, French Minister of Marine, recently visited Ajaccio, Corsica, where he emphasised the necessity of fortifying Corsica in order to consolidate the position of France in the Mediterranean and, as though aiming fall at Italy's heart, M. Pelletan has now gone to Bizerta, where he has delivered another remarkable speech. Speaking of the French ramparts at Bizerta and Corsica, he said that France had no desire to go to war with England, but it was her duty to prepare for a holy war for *paix* and against any enemies. It is reported that M. Delcassé is much annoyed at M. Pelletan's speeches.

HONGKONG DECLARED FREE

FROM PLAGUE.

The Colonial Secretary informed us yesterday that the Colony, having been free of plague for a period of ten days, is therefore declared to be a clean port. Clean bills of health are now issued.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday afternoon in the Board Room. Present:—Dr. J. M. Atkinson, Principal Civil Medical Officer (President); Hon. Dr. F. W. Chatham, Director of Public Works; Mr. F. J. Badoley, Captain Superintendent of Police; Mr. C. McI. Messer, Acting Registrar-General; Mr. E. Osborne, and Mr. Lauchupat.

RINDERPEST IN THE NEW TERRITORY.

There was laid on the table a letter from Mr. A. Gibson, Colonial Veterinary Surgeon, regarding the reported prevalence of rinderpest in certain villages in the New Territory. The villages in question are Shatin, Ho Wo Tai, Sheung Wo Tai, and Lek Un, and so far as could be ascertained about eight cattle altogether had died, all of them isolated cases, and no owner apparently losing more than one animal. Mr. Gibson was of opinion that rinderpest was not existent in these villages, and that further action was unnecessary.

Hon. Dr. Clark attached a minute to the effect that as all the cattle proceed to the depot at Hinghoo before being slaughtered, there was not much danger of infected meat being sold here.

It was decided on the suggestion of the President, to take no steps in the matter.

PAT-BOLLING ESTABLISHMENT.

A further application was read from the occupier of No. 8, Sutherland Street, asking that the premises be registered as a fat-bolling establishment. The applicant formerly carried on trade at Nos. 8 and 10, Lower Leadenow, but as these premises were burnt down he now sought to have the licence transferred to No. 8, Sutherland Street.

The application was refused in the first instance because the locality was not deemed suitable for the carrying-on of an offensive trade such as fat-bolling.

Hon. Dr. Clark—The senior inspector of the district reports that he does not consider No. 8, Sutherland Street to be a suitable place for the establishment of an offensive trade, and the Board previously decided only to grant future licences in suitable places.

THE PRESIDENT—I move that the application be not granted.

Mr. BADELEY seconded, and the motion was carried.

LIMEWASHING RETURN.

The limewashing return for the fortnight ended 13th inst. showed 1,171 houses so treated in the Eastern district out of a total of 1,257, and 11 out of a total of 3,857 in the Central district. In the former district there were 28 prosecutions during the period under review, and fines imposed to the amount of \$434.

MORTALITY STATISTICS.

The mortality in the Colony during the week ended 6th inst. was 25.3 per 1,000 per annum, against 23.5 in the preceding week and 18.4 during the corresponding period of last year.

RETURN OF RATS.

A return was laid on the table showing that the number of rats caught during the week ended 15th September was 273, against 865 in the preceding week.

Hon. Dr. Clark—The decrease in the latter week was owing to a strike amongst the rat-catchers. The Government have decided to increase the fee for each rat from three cents to five cents, but not to increase the wage. Mr. BADELEY—Are they satisfied? Hon. Dr. Clark—Yes. This was all the public business.

SUPREME COURT.

Thursday, 18th September.

IN CHIEF JUSTICE'S JUDICIAL.

DAVID H. MORRIS, V. MASON GOODMAN (CHIEF JUSTICE).

Four cases, including a preliminary motion for trial, and a motion for a writ of habeas corpus against Wing Hing and a charge of uttering and being in possession of forged bank notes brought against Sam P. Lay.

THE FORGED BANK-NOTES CASE.

Sam P. Lay, a Jew, was charged with having on 3rd September stolen two forged bank notes at the Hongkong and Shanghai Bank for \$50 each, and with having had in his possession 13 bank notes purporting to be of the H. & S. Bank for \$50 each.

The prisoner, who spoke English through an interpreter, pleaded not guilty on both counts.

The following jury was empanelled:—D. P. Macdonald, J. Landolt, J. L. Starr, C. F. H. Schumacher, W. Kidd, D. H. Sills, R. Douglas.

When Mr. W. Kidd's name was called, he asked his Lordship to grant him exemption from serving upon the jury, on the grounds that the important work he was engaged in demanded his attention, his colleague, Mr. Houston, being absent from the Colony.

His Lordship said he could not grant exemption on that ground, but would see what could be done after that case.

Mr. Kidd—I presume, your Lordship is aware of the important naval work at which we are engaged?

His Lordship replied that he was aware of that fact. He could not dispense with Mr. Kidd's services altogether, but would go so far as to say that after the present case he would dispense with his services.

The prosecution was conducted by Mr. H. Attorney-General, Mr. H. L. Denry, Crown Solicitor; Mr. W. W. Slade, barrister-at-law, appeared for the defendant, instructed by Mr. P. W. Gilding, solicitor.

The Attorney-General in opening the case said that the prisoner was indicted on a very serious charge—on two counts, the first of which accused him of having stolen two bank notes of \$50 each, the second being a charge of knowing them to be so; and the second of which accused him of having been in possession of other bank notes beyond those attempted to pass at the Bank, these also being forged and he knowing them to be so. The Crown would endeavour to show first that the prisoner did issue notes that were forged; and, secondly, that he knew them to be so; also that he had forged bank notes found in his possession under such circumstances as would lead to the assumption that he had forged them.

He need not tell the jury as men of the world that in a charge of this kind it was almost invariably the case that the jury had to draw its conclusions from evidence not direct, but circumstantial. He would be able to prove to them without any doubt that the prisoner entered the Hongkong and Shanghai Bank on a certain day and passed over the counter a sum of money which was unmistakably forged, and which he would put to the jury, certain specimens of notes to which he would ask them to compare the notes he had passed over the counter.

He would then ask the jury to draw the conclusion that the prisoner knew that the notes he had passed over the counter were forged. If he could establish to their satisfaction—as he had no doubt he should—the first fact that the prisoner was the man who did pass the notes and if they felt themselves bound to draw the inference that he knew they were forged, then the prisoner must be found guilty on the first count. Should the jury be of the second count, there would be no difficulty in proving the fact that a certain number of notes over and above those attempted to pass at the Bank were found in his possession in a box in his house, and circumstances would be again placed before them from which the Crown would ask the jury to draw the reasonable inference that the prisoner knew that these notes were forged.

Evidence was afterwards given, similar to that already given, when the case was before the Magistrate, and already reported in the *Daily Press*.

When Sergeant Major Gahoh presented to give evidence concerning the statements made by the prisoner, when he was interrogated by Sergeant Watt of the Detective Staff, at the Central Police Station.

Mr. Slade objected to that evidence being admitted on the ground that the man was actually in custody at that time. The police had no right to manufacture evidence; and when he was in the detective room and confronted by the leading officers of police he was to all intents and purposes in custody. He would not have been allowed to leave the room for a single moment.

The Attorney-General contended that there was no infrangible rule, as established by the late decisions, which excluded from the consideration of the Court the answers given by a man even in custody to the constable who had no right to detain him, and that the evidence given by a man who was not detained by a constable, but who was taken into custody at the time he gave the replies, was admissible. The prisoner was not detained, though proper. The prosecution was entitled to ask that the evidence be admitted if it was true that he was actually in custody at the time and was questioned. But he submitted the prisoner was not then in custody. Authorities showed that in the circumstances the police constable did quite properly in his conduct, and the prisoner was not in custody. He was accordingly advised to compel the constable to answer a man without asking questions.

It being now after one o'clock, His Lordship stated that he would give his decision on the point of objection at five. When the Court resumed at ten minutes past two.

His Lordship said he had considered the objection taken by Mr. Slade, and he thought it was clear that there was a distinction to be drawn between questions asked of a person who was actually taken into custody at the time he gave the replies, and questions asked of a person who was not taken into custody at the time he gave the replies.

The person in custody was clearly in custody from that time to be prevented in the ordinary course. In the case of a person who was not actually in custody at the time he gave the replies, and proper that questions should be asked of them in order to ascertain what were the circumstances of the case, and whether it was necessary to take them into custody.

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His Lordship said he had considered the objection taken by Mr. Slade, and he thought it was clear that there was a distinction to be drawn between questions asked of a person who was actually taken into custody at the time he gave the replies, and questions asked of a person who was not taken into custody at the time he gave the replies.

The person in custody was clearly in custody from that time to be prevented in the ordinary course. In the case of a person who was not actually in custody at the time he gave the replies, and proper that questions should be asked of them in order to ascertain what were the circumstances of the case, and whether it was necessary to take them into custody.

His Lordship said that it was his duty to give a decision on the point of objection at five. When the Court resumed at ten minutes past two.

had held that at last Sessions. However, in the other case referred to, Queen and Davis, it was held down that it was proper for the police to investigate a person in custody. In the case of the Queen and Brackenbury (17, Cox's Criminal Cases, p. 623), the evidence was admitted although the man was not actually in custody at the time. That case, he thought, had a very important bearing upon the present case. There the prisoner before being actually taken into custody was interrogated after being cautioned that anything he said might be taken down and used in evidence against him. The statements he made under these circumstances were admitted as evidence. That case occurred took place in February, 1893. In December of the same year, in the case of Brackenbury referred to, Mr. Justice Cave held that on the arrest of a prisoner the constable had no right to ask questions and that if the prisoner answered the answers were not admissible. His Lordship did not like too many questions asked by the police; he thought they should not ask questions at all. But looking at the circumstances of this particular case, it was not certain that any crime had been committed at all by the prisoner. It was clear that the prisoner was seen to attempt to pass false notes, but that would be no evidence unless he knew they were forged. In these circumstances the man stopped for some time at the bank. The Bank people naturally wanted to have the matter investigated. They did not send to the police station and have the accused man arrested. It so happened that Sergeant Watt was in the Bank at the time by the merest chance and to him it was given to make the desired investigation. He naturally wanted to ask the man some questions. But he did not formally take the man into custody. It might be that the officer would not have been able to justify that arrest. He found that Levy could not converse in English and therefore took him to the police station, where he was sure to get an interpreter. Mr. Blado was justified perhaps in saying that if the man had attempted to run away he would have been taken into custody. But as he made no resistance, he was not absolutely taken into custody. When interrogated at the police station, there was no inducement—no terrifying influence—to make him say what he did say except, perhaps, the presence of the interpreter, the only officer present in uniform. His Lordship said that Levy was not in custody at the time. If he had run away, the police would have taken that as an additional evidence of his guilt. Although he did not encourage the police to ask unnecessary questions, he did not think these questions were unnecessary. The officers would have been waiting in their duty if they had not asked the man where he lived. Therefore his Lordship held that the questions were rightly put and that the answers in this particular case were permissible. Evidence was then resumed for the Crown, and afterwards evidence was taken for the defence.

Counsel having addressed the jury, His Lordship summed up. In the course of the summing up, Mr. Slade, interposing, said—Excuse me, your Lordship, but you are drawing inferences which are unfair to the prisoner and contrary to fact. His Lordship (warmly)—Excuse me, Mr. Slade. You must not interrupt the Judge. I am summing up. Your seal a little overcomes your discretion. Mr. Slade—I was only pointing out, your Lordship, what I thought it was fair to the prisoner to point out.

His Lordship—Well, you made an improper remark. I know you don't mean it. We are the best of friends, but you are very over-zealous. At times you say things you should not say.

Mr. Slade—I beg your Lordship's pardon. I said it without consideration. The jury retired to consider their verdict at 4.40. They returned ten minutes later and the Foreman intimated that they had, by a majority of 4 votes to 3, found the prisoner not guilty on both counts.

His Lordship stated that that verdict could not be accepted. The law had been amended, and the law was that there must be a majority of 5 to 2 at least, one way or the other. The jury had better retire again and consider the matter further.

The jury accordingly retired, and re-entered the Court after about five minutes' absence. The Foreman intimated to the Court that they had on further consideration found the prisoner not guilty on both counts by a majority of 5 to 2. His Lordship thereupon ordered the prisoner to be discharged.

The Court adjourned till to-day at 10 a.m.

POLICE COURT.

Thursday, 18th September.

BEFORE MR. J. H. KEMP (ACTING POLICE MAGISTRATE).

THE CHARGE AGAINST INDIAN SOLDIERS. In this case, in which two Indian soldiers of the H.K.S.B.A. were charged on Wednesday before Mr. Kemp with having been found on the grounds of the Pagoda Bungalow, Kowloon, for an unlawful purpose, and dismissed, although it was proved in evidence, and admitted by the defendants themselves, that they crawled into the grounds through a hole in the hedge surrounding the bungalow and stole a quantity of fruit, Mr. H. W. Looker, solicitor (Messrs. Deacon & Hastings), applied for a rehearing.

In stating his grounds for the application, Mr. Looker said that the men were charged with being there for an unlawful purpose, and it had not been shown that they were there for a lawful purpose. If the men were there for a lawful purpose, they were entitled to be, and took something they were not entitled to take, they were not there for a lawful purpose.

His Worship—In this case there was alleged to be felonious intent, and I am not satisfied that there was.

Mr. Looker replied that there must be felonious intent where two men go into a garden, through a hole in the hedge and take what does not belong to them, as much as to say that a man was not a thief who walked into a house through an open door and took some bread off the table because he was hungry; it certainly could not be held that that man had no felonious intent. In the circumstances, therefore, he was of opinion that his Worship was bound to convict. The case was not being pressed out of rancour, for if a rehearing was granted and the defendants convicted the previous conviction would be null and void, but this of this kind were becoming altogether too frequent, and the complainant was desirous of having the necessary remedy applied. As things now stood, viewed in the light of his Worship's decision, every Indian in Kowloon could go into the garden with impunity and take what fruit he wanted.

His Worship said he did not think so; the officers of the regiment had promised to warn their men not to trespass, and he was not prepared to do so.

Mr. Looker submitted that that was not a satisfactory solution of the difficulty, and again pressed for a rehearing.

The application was refused.

HONGKONG CRICKET CLUB.

SEASON 1901-1902.

We take the following from the annual report of the above Club—

The accounts show a balance in the bank at the credit of the Club of \$1,379.25. The Club played twenty cricket matches, of which eleven were won, seven lost, and two drawn. In November last the Club had the pleasure of entertaining teams from the Straits and Shanghai. The following matches were played: November 11th and 12th, H.K.C.C. v. The Straits, 13th and 14th, The Straits v. Shanghai C.C., 15th and 16th, H.K.C.C. v. Shanghai C.C. The Club won their match against the Straits by 129 runs, but lost to Shanghai by seven wickets. Shanghai beat the Straits by one wicket.

Lieut. France-Hayhurst, R.W.F., leads the batting averages for 1901-1902 with 35.45, and Mr. A. Mackenzie is first in bowling with 40 wickets for 16.02 runs each. The following scores of 100 and over were made: Mr. T. Sercombe Smith, 156 (not out); Mr. G. Moore, R.N., 140 and 100; Mr. A. G. Ward, 132; Lieut. France-Hayhurst, R.W.F., 117; Capt. R. E. E. Kriekenbeek, 2nd B.T., 100 (not out); and Mr. C. S. P. Franklin, R.N., 100. The Annual Lawn Tennis Match against the L.R.C. was played on 9th April, and resulted in a win for the C.C. by 89 games to 80.

The Lawn Tennis Championship was won by Mr. A. Humphreys, who also won the "A" Class Singles Handicap. The "B" Class Singles Handicap was won by Mr. C. P. Chater. Mr. T. Sercombe Smith and Dr. J. M. Atkinson carried off both the Doubles Handicap and the Professional and Commercial Pairs.

During the year, somewhat extensive repairs to the racquets-courts became necessary, and a sum of \$3,776 was spent for this purpose. Your committee are pleased to report that the courts are now in a satisfactory condition. The thanks of the Club are due to Mr. E. A. Ram, who, in this and other matters, has given your committee the benefit of his advice.

The Racquets Championship was won by Lieut. France-Hayhurst, R.W.F., who also won the Singles Handicap and, with Lieut. G. F. H. Dickson, R.W.F., the Doubles Handicap.

The thanks of the Club are due to the Officers of H. M. Navy and Army who have so kindly lent their Bats.

An invitation to send up a cricket team this autumn was received from the Shanghai C.C., but was reluctantly declined, owing to the impossibility of raising a representative eleven.

Mr. T. Sercombe Smith resigned the chairmanship of your committee in January last and Mr. E. W. Mitchell was elected to succeed him. Until his return to the Colony, Mr. P. Hatfield filled that post. Messrs. T. Sercombe Smith and H. P. Hickey and Capt. R. E. G. Ward were elected to the Committee. Messrs. E. W. Mitchell, E. J. Grist, and Major J. Wynne, B.A., respectively, were elected in their places.

Major P. S. Dyson, A.P.D., having also left the Colony, was succeeded by Captain H. L. Rotherham, R.W.F., who, on going home on leave, was in turn succeeded by Captain Cadogan, R.W.F. Commander Orpen, R.N., has also left the Colony, and his place was taken by Mr. J. Brown, in Manila, however, Mr. Brown left for Manila, and Mr. A. G. Ward succeeded him.

The annual general meeting will be held in the Pavilion on Tuesday, 23rd inst., at 6.15 p.m.

BATTING AVERAGES.

(Eight innings and over.)

Name	Innings	Not out	Total	Score	Average
Lt. France-Hayhurst, R.W.F.	13	4	491	117	35.45
W. Dixon	10	1	395	100	34.33
T. Sercombe Smith	14	4	324	156	26.4
Major Wynne, B.A.	8	3	259	78	32.37
Major Beresford-Ash, R.W.F.	13	3	344	70	26.46
Capt. Kriekenbeek, 2nd B.T.	16	2	396	100	26.14
A. Arthur	13	2	187	72	18.4
A. Mackenzie	14	1	350	81	25.64
Lieut. Clifton Brown, R.N.	12	2	241	61	20.08
C. S. P. Franklin, R.N.	13	2	205	100	23.46
A. Ward	11	4	225	122	20.45
A. Hooper	11	1	285	62	18.82
Lieut. A. E. Wood, R.N.	11	1	172	66	17.2
Capt. H. Rotherham, R.W.F.	10	2	133	39	17.0
P. A. Cox	11	1	157	64	16.86
Capt. D. Cadogan, R.A.	11	1	212	12	16.3
Major Dorehill, R.A.	17	3	186	42	13.28
Major P. S. Dyson, A.P.D.	9	1	117	49	13.0
Lieut. Edmondson, R.A.	9	1	102	22	12.74
Capt. Cadogan, R.W.F.	12	1	149	39	12.41
C. G. G. Burnie	9	1	98	30	10.88
W. E. Dixon	8	1	83	28	10.37
Lieut. Venables, R.W.F.	8	1	68	41	8.5

BOWLING AVERAGES.

(Eight innings and over.)

Name	Overs	Maidens	Runs	Wickets	Average
A. Mackenzie	204	52	625	40	15.62
W. E. Dixon	39	4	181	11	16.45
T. Sercombe Smith	107	28	695	33	17.28
W. Dixon	148	30	625	28	16.40
Lt. France-Hayhurst, R.W.F.	181	16	778	42	18.52
Major Dorehill, R.A.	109	7	389	10	33.9

LATEST STEAMER MOVEMENTS.

The M.M. steamer *Salazie*, with the next French mail, left Saigon to-day, at 2 a.m., for this port.

The C.P.R. steamer *Turtur* arrived at Koba at 6 p.m. on the 17th inst. and left again at 10.30 p.m. same day for Yokohama, which she was due to arrive at 5 a.m. to-day.

THE attention of the readers of this paper who are in want of a Typewriting Machine, is drawn to the SMITH PREMIER TYPEWRITER, one of the best if not the very best machine in existence.

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THE CORONATION NAVAL CELEBRATIONS.

(FROM OUR PORTSMOUTH CORRESPONDENT.)

Portsmouth, 18th August.

For the past five days this important Borough, the first and the largest naval port in the world, has been the scene of one long list of gaiety and festivities, and the courteous and genial Mayor of Portsmouth, Major W. J. Dupree, whom we trust His Majesty the King will not fail to remember, has been most lavish in his hospitality. As mentioned in my letter last mail, his Worship entertained the Japanese Admiral and officers at the Town Hall, and on Friday afternoon (15th) he gave a large garden party in the Victoria Park. Such a spot could not have been better chosen, for the park is looking lovely. The Mayor, Mayoress and Miss Hilda Dupree resolved and welcomed their guests; and the summer toilettes of the ladies intermingled with the various uniforms made an attractive picture. From various kiosks three bands discoursed music, viz. the band of the K.R.E., 2nd Hants R.G.A. (Vol.), and by kind permission, the band from the Japanese flag-ship *Asama*, which proved a great attraction. Amongst the guests were H.E. Baron Hayashi, Japanese Minister; Rear-Admiral Ijima, commanding the Japanese Squadron at Spithead; Mr. Arthur Dioso, President of the Japan Society; Rear-Admiral Miraballo (Italian), and a number of Japanese, Italian, and Portuguese naval officers; Admiral of the Fleet Sir Nowell Salmon, Rear-Admiral Hon. A. G. Curzon Howe, C.B., Rear-Admiral Pelham Aldrich, and many other officers who are well known on the China Station.

On the same evening the Mayor entertained His Excellency Viscount Tadasi Hayashi at a banquet at the Town Hall; amongst his Worship's guests were Major Utsumiya, Military Attaché to the Japanese Minister; Captain Tamari, Naval Attaché; Mr. Ukita, Chancellor of the Imperial Legation; Mr. A. Dioso, Chairman of the Japan Society; a number of officers from the Japanese ships; and the Foreign Consul and Vice-Consul in Portsmouth, etc. Outside the Town Hall a guard of honour to receive His Excellency the Japanese Minister was provided by the 2nd Hants Artillery Volunteers, the band of which corps, also in attendance, played the Japanese National Anthem. A *recherché* repast was served in the banquet hall, and prior to the brief toast list being proceeded with the massive gold loving cup was passed round, according to ancient custom, and each guest toasted "The King." This custom was a great novelty and greatly interested the Japanese guests.

Mr. J. H. A. Mendis, M.P., proposed the health of "His Majesty the Emperor of Japan," and remarked that our Japanese alliance had made us King of the seas. Following the toast the band played the Japanese National Anthem. Mr. E. Lucas, M.P., said he had the honour of proposing "His Excellency the Viscount Tadasi Hayashi." He remarked that he thought the Mayor was singularly fortunate in securing the presence of so distinguished a statesman as Viscount Hayashi, who had been instrumental in forming the treaty of alliance between Great Britain and Japan. On an occasion like that when a naval review was about to take place it was only fitting that they should celebrate the alliance of two great naval Powers. The Mayor of Portsmouth was fortunate to be honoured with the presence of the statesman who would be remembered in history as being instrumental in forming the alliance. They knew strong navies were the best guarantee of peace. "Two island Kingdoms at the ends of the earth—inspired by a lust of conquest—were confronted with anxious responsibilities. They met as allies on equal terms, and on a common platform, zealous to preserve the amity of nations and the peace of the world; were actuated by one motive, to develop and cherish the high ideals of civilisation, and therein the welfare and the prosperity of the communities committed to their charge. In welcoming the Japanese Allies they afforded no nation, they had designs on none, and estranged themselves from none. Their interests were the interests of all. They armed not against other Powers but against War, the foe of the whole human race. He referred to pleasant recollections of a visit he (Mr. Lucas) had made to Japan, and expressed the hope that the visitors from that country to England, whatever they might remember or forget, would at all events recollect that they received a very hearty and sincere welcome that night in Portsmouth Town Hall and enjoyed the Mayor's hospitality. (Applause.)

The Viscount Tadasi Hayashi, replying, said he could not find language to express himself in proper terms, but his sense of gratitude was none the less for the manner in which Mr. Lucas had proposed the toast. He was specially gratified in regard to the alliance referred to that the arrangements in connection therewith were appreciated in this country, and he assured them the sentiment was reciprocated by everyone of his countrymen. (Applause.) On the Coronation of their beloved Sovereign, who ruled over a great Empire, it was the unanimous desire of the people of Japan to send some of their vessels to take part to honour the Sovereign and people of the country with which they were allies; therefore their Emperor ordered the despatch of a squadron to have the honour to take part in the ceremony. He was sure the sentiment so expressed would last for ever—(applause)—and their Navy and Army would co-operate not only on that occasion but live at heart together, through thick and thin, to maintain general peace and prosperity. His Excellency also thanked the Mayor for the kind reception accorded him and the company for the kind feelings expressed toward Japan. The Japanese officers and he himself were delighted to have had opportunity of being present at the Coronation of the Sovereign who reigned

over the magnificent British Empire, and His Majesty the Emperor of Japan was pleased to have been able to send a squadron of ships on so auspicious an occasion, and in order to do honour to the country with whom they had made an alliance. That alliance was promoted by the confidence the two nations had in each other. He was gratified at the cordial reception which the alliance had met with in England, and he could assure them that the name of the King of England was received with as much honour in Japan as it was in England. He hoped the good feeling between the two countries would last for ever, and their Armies and Navies would stick together through thick and thin to maintain the peace of the world.

Viscount Hayashi proposed the Mayor's health, and thanked his Worship for his generous hospitality and courtesy to the officers and men of the Japanese ships during their stay at Portsmouth.

In reply, the Mayor said it was the duty of every Englishman to support the policy of his King. That policy was for creating a close alliance with Japan, and in his capacity as Mayor of Portsmouth he felt it a duty and a privilege to welcome the officers and men of the Japanese Navy. Their guests, with Lord Lansdowne, had had the honour of signing the alliance between England and Japan. He hoped it would be long preserved, for its sole object was to maintain peace.

The enjoyable proceedings terminated with the singing of the National Anthem. On the same evening the Warrant Officers of the battleship *Magnificent* (Rear-Admiral A. G. Curzon Howe, C.B.) entertained the Warrant Officers of the Japanese flag-ship *Asama* to a dinner and a "sing-song" afterwards.

THE NAVAL REVIEW. The Naval spectacle at Spithead on Saturday possessed many features of special interest to the expert and the layman. The pre-eminent fact, of course, is that it was a pageant in honour of the Coronation of His Majesty King Edward VII., the Head of the Navy, who that afternoon passed down the lines of mighty ironclads and received salutes and cheers of his liege blue-jackets and representatives of foreign countries; and none more enthusiastic than our own allies, the Japanese. In some respects the review has suffered by the postponement, inasmuch as we fail now to have the new battleship *London* with us as principal flagship, and the cruiser *Adriatic* has also sailed from our shores to take up her duties on the North American Station, but there is a feeling of deep thankfulness that His Majesty is able, so soon after his serious illness, to be in the midst of his handy men and to fulfil the promise originally made for 28th June. There is, moreover, a touch of sentiment over the selection of the *Royal Sovereign* to fly the flag of the Commander-in-Chief, for this was one of the two vessels that Her late Majesty Queen Victoria sent upon their mission on the wide seas nearly a dozen years ago. Battleships change as rapidly as ladies' fashions, if not more so, and the *Royal Sovereign* has ceased to be our highest type of fighting machine, but she is in a sense hallowed by the reminiscence that her career was initiated by Queen Victoria.

The sun rose on Saturday morning on a haze which wrapped the fleet in a filmy cloud, but soon the warm rays and a gentle breeze dispersed the mist, and the great assembly at Spithead stood out in bold relief. There were immense crowds along the sea-front at Southsea, extending for about four miles; at Haslar, Stokes Bay, Isle of Wight, and at every coign of advantage that could be obtained. The Solent, too, was dotted with "all sorts and conditions" of craft filled with sightseers all anxious to see the fleet and the review by His Majesty.

At 8 o'clock every ship ran up its string of flags and soon all were dressed "rainbow," and Admiral Sir Charles Hotham, as Commander-in-Chief, was hoisted on the *Royal Sovereign* (Captain F. S. Inglefield).

By the courtesy and hospitality of the Commander and officers of one of the cruisers in one of the lines I am enabled to give a brief account of the day's doings. Soon after ten o'clock the huge Hamburg-American liner *Pretoria*, filled with people who had come from the German ports to witness the review, steamed into the lines. High out of the water she loomed, looking like a huge floating mountain, with people clustered on the slopes and the summit. When she got well amidst the ships her band struck up "God Save the King," and aboard His Majesty's ships officers and men bared their heads as the strains of the anthem that was so much heard at Spithead floated down to them. Like every other vessel in the Solent, the *Pretoria* was "dressed." In between the fleet and the Isle of Wight a large number of yachts assembled, and a wonderfully pretty sight they made with their spotless white hulls and festoons of flags closely framed by the beautifully wooded shores of the Isle of Wight.

There was a pretty scene when the Admiralty yacht *Enchantress*, with "my lords" aboard, passed through the fleet at 1.15 p.m. on the way to Cowes. Guards were paraded on the bridge, and bugle salutes sounded. Much curiosity was evinced as to whether the Boer Generals were on board—especially De Wet. For him the blue-jackets had a strong admiration. "After all," quoth one tar, "he only fought for his own as we should have done." "But I wonder," added Jack reflectively, "what he will say to old Kruger for bolting with the money-chest: that was, wasn't it you like?"

On all the warships officers were permitted to have their friends, but the number allowed was strictly limited. An act of thoughtfulness by the King has given satisfaction. It was intimated that ladies and gentlemen might go on the upper deck, but when the ships were "manoeuvred" they were not to be in front of the men, nor were they to be on the bridges. It was also stipulated that neither sunshades nor umbrellas were to be raised. There were some pleasant parties on several ships, for as a rule

the visitors had gone off early, on finding the weather fine, so as to ensure a long day's sport. At 1 o'clock the flagship fired one gun, a signal for the clearing of the lines, and at 1.30 a second gun was heard, and then the picket-boats sprang out from everywhere to pick up straggling craft and tow them outside, and soon everything was ready for the great event of the day.

As soon as the *Victoria* and *Albert* had cleared her moorings from Cowes at two o'clock and got under way, led by the Royal yacht *Alberta* and the Trinity yacht *Irene*, the guardship *Australia* thundered a Royal salute, the guard paraded, and the crew manned ship. The Royal salute was answered by one ashore from the R.Y.S. battery. At 2.10 the guns from the flagship boomed forth and instantly the firing went all down the line, for each ship had to fire 21 guns. Every vessel had duly manned ship, and through the smoke from the guns the blue-jackets in their neat No. 1 uniform could be seen outlining the vessel's side, while the Royal Marines were drawn up on the bridge, and the officers in full uniform stood in a line on each quarter-deck.

The Royal yacht proceeded at half-speed up and down the lines three times and as she was abreast the crews of each ship cheered the King three times with great zest.

After the Royal Yacht anchored, the whole fleet gave a vociferous cheer, which was taken up with much enthusiasm by the crowds on shore.

The King, in full uniform of an Admiral of the Fleet, and the Queen could be seen most distinctly on the main bridge, and amongst his guests were Admiral H. R. H. the Prince of Wales, the King's daughters, the Marquis De Soveral, Count Mendsford, Lord Roberts, Lord Kitchener, Lord Wolsley, Lord Suffield, Lord Colville, Admiral of the Fleet Sir Harry Keppel, Admiral Sir D. Stephenson, and Lord Selborne.

The illuminations for the evening were greatly marred by the sudden thunder, lightning and rain-storm which came on at about 9 o'clock; people on shore were drenched through, the Southsea Common, Stokes Bay and other places being more like huge lakes, and the crowd had to wade through. The ships should have lighted up at 9, but it was 10 before the storm abated, and then a magnificent sight was witnessed. The hulls, masts and yards, barbettes, etc., were all outlined with myriads of incandescent lights, whilst the flagship, at 11 o'clock the coloured search-lights from the ships were used and at 11.30 the whole were concentrated on to the sky and over the Royal Yacht, thus forming a canopy over their Majesties, and at the same time another Royal Salute broke forth from the whole fleet. At midnight the flagship fired one gun, the signal for "all lights out," and the great event of the day had passed off with great success.

I should mention that the force present was 20 battleships, 10 1st class cruisers, 12 2nd class cruisers, 20 3rd class cruisers, 15 torpedo gun-boats, 32 torpedo boats, and 10 training ships, making 105 pennants; and the personnel totalled 23,103 officers and men. The Admirals were, Sir C. F. Hotham, G.C.V.O., K.C.B., in chief command, H.M.S. *Royal Sovereign*; Vice-Admiral Sir A. K. Wilson, K.C.B., V.C., H.M.S. *Majestic*; Rear-Admiral Hon. A. G. Curzon Howe, C.B., C.M.G., H.M.S. *Magnificent* (Channel Squadron); Vice-Admiral Sir G. H. W. Noel, K.C.B., K.C.M.G., H.M.S. *Revenge*; Rear-Admiral P. S. Atkinson-Willes, H.M.S. *Resolution*; Rear-Admiral P. Aldrich, H.M.S. *Sons Parvill*; and Commodore A. L. Winslow, C.V.O., C.M.G., H.M.S. *S. George*; and the only foreign men-of-war were the armoured cruiser *Carlo Alberto*, Rear-Admiral Carlo Miraballo, Italy; armoured cruiser *Asama*, Rear-Admiral Goro Ijima; cruiser *Takaago* and torpedo-boat destroyer *Asashio*, Lieut.-Com. Gonzaburo Horiochi, Japan; and the cruiser *Don Carlos I*, Captain L. A. de Mervan, a Soriza, Portugal, with a total of 1,798 officers and men.

To-day the inspection of the fleet by the King is timed for 10.20 a.m. Gunner George Mascull, R.N., was introduced into the King's presence on board the *Royal Yacht* on Friday, and the King was pleased to affix the Conspicuous Service Cross to his left breast for his gallant conduct during the action with the Taku forts and the cutting

out of the Chinese destroyers on the early morning of June 17th, 1900.

The *Court Circular* says he was one of the first of the boarding party which took the *Hailong*, taking a very prominent part in the hand-to-hand struggle with her crew, and promptly turning her guns on to a large body of the enemy sniping from the dockyard walls, and covering a sortie to disperse them.

Gunner Mascull subsequently took charge of three of the prizes for three days with a very reduced crew. It was impossible to anchor them, their cables having been cut, so it was necessary to berth them alongside the wharf at Tongka, making this a very responsible and anxious duty, owing to the continual sniping and raids from marauding bands from the surrounding houses. He also took part in the surprise and capture of the Hsin Cheng fort, rendering most useful assistance in the destruction of guns and magazines.

Yesterday the Mayor gave a reception to the men of the British and Foreign Fleet and men of the garrison in Victoria Park and a most successful gathering took place. Several bands occupied the various kiosks, and vocal items were contributed by a London quartette. The band of the station flag-ship and the Japanese were loudly cheered on arrival and departure. An interesting and unique event in the proceedings was the presentation of the bronze medal of the Royal Humane Society, whose local representative is Mr. H. E. Emanuel, late Hon. Secretary of the Hongkong Humane Society in the seventies, to a seaman named W. O. Perry.

EXPORT CARGO. Per steamer *Antenor*, sailed on the 7th September. For London:—13 boxes tea, 519 half-chests and 20 pkgs. tea from Amoy, 111 cases shells, 12 cases private effects, 10 cases bristles, 20 cases vermilion, 77 cases preserves, 13 cases curries, 55 bags of peas, 4,557 bales hemp, 30 bales waste silk, 892 pkgs. ordnance stores, 50 pkgs. sundries. For London opt. Goals:—100 bales waste silk. For London opt. Glasgow:—301 cases preserves, 50 cases preserves. For London opt. Manchester:—50 bales waste silk, 200 bales waste silk. For Glasgow:—50 cases preserves. For Hamburg:—4 cases shells. For Port Said:—13 pkgs. glass bangles.

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"YEBISU" BLACK BEER.

PER CASE OF 8 DOZEN PINTS ...\$16

SOLE AGENTS—

H. PRICE & CO.

12, QUEEN'S ROAD. [42]

CHUNG NGOI SAN PO (Chinese Daily Press).

PUBLISHED DAILY.

is the oldest and still immeasurably the best medium for Advertising among the Native Community.

Established for nearly FORTY YEARS circulates largely throughout Southern China, Indo-China, etc.

Terms for Advertising (Translations free) can be obtained at the Office, 14, Des Vaux Road, Central, Hongkong, 181, Fleet Street, London, or from the different Agents.

Documents translated from or into Chinese or Colloquial Chinese.

KODAK

PROGRESS COMPETITION.

TO DEMONSTRATE THE PROGRESS WHICH HAS BEEN MADE BY THE

HONGKONG
BUSINESS DIRECTORY.

BOOKBINDING

DAILY PRESS OFFICE.
The only office in China having European
taught workmen. Equal to Home Work.
FURNITURE WAREHOUSEMEN

CHER & CO. Established 1859.
Every Household Requisite. Depot for
Furniture, Carpets, and Accessories;
17, Queen's Road Central.

JEWELLERS

MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers, 40
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hilo.

PHOTOGRAPHER

M. MUMBY, JAPANESE ARTIST.
Bromide and Oxygon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 9, Queen's
Road Central.

PRINTING

"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO.
Navy Contractors, Shipchandlers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

BISMARCK & CO.
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour.

KWONG SANG & CO.
Shipchandlers, Sailmakers, Provisioners,
Coal Merchants, Hardware, Engineer
Tools, Brass and Iron Merchants,
144, Des Voeux Road.

MORE & SEIMUND.
43 and 45, Des Voeux Road, Shipchandlers,
Sailmakers, Riggers, Commission Agents
and General Storekeepers. Sole Agents
for Shipowners' Commission ("Grey
hound" Brand) and Blundell's
Spence & Co.'s Commission.

WATCHMAKERS

DROZ & CO.
10, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts at moderate rates.

NOTICES OF FIRMS

**THE CHINA FIRE INSURANCE
COMPANY, LIMITED.**

NOTICE

FROM This Date and during the Temporary
Absence of the undersigned, Mr. C.
Pemberton will act as SECRETARY
of the Company.
By Order of the Board,
GEO. L. TOMLIN,
Secretary.

Hongkong, 16th September, 1902. [2460]
THE VICTORIA DISPENSARY.

NOTICE IS HEREBY GIVEN that Mr.
EDWARD LANGLEY has ceased to be
connected with our business.
Mr. SOUTHERN KEAT has been appointed
our REPRESENTATIVE FOR THE HARBOUR
AND SHIPPING BUSINESS, and all orders
committed to his charge will receive immediate
attention.
THE VICTORIA DISPENSARY.
J. R. CAPELL,
Manager.

Hongkong, 5th August, 1902. [2115]

**THE
SPECIAL ILLUSTRATED
CORONATION SUPPLEMENT**

TO THE

"HONGKONG DAILY PRESS."

A FEW COPIES LEFT OF THE
SECOND EDITION.

On Sale at 10 Cents a copy to clear.
Address: MANAGER,
"Hongkong Daily Press" Office.

**HONG CHONG & CO.,
TAILORS, DRAPERS AND
OUTFITTERS.**

ESTABLISHED IN HONGKONG FOR OVER
30 YEARS.
Clothing made to fit to perfection. Silk
Goods of all kinds. Chinese Grass Cloth and
Embroidery.
Address—Nos. 40 and 42, QUEEN'S ROAD
CENTRAL (South side).
Hongkong, 8th September, 1902. [239]

**DAVID COBBAR & SONS
MERCHANT NAVY
NAVY BOILED
LONG-CLAY
RELANDS CROWN
TARPAULING
KARHOLD KARBURG & CO.**

2281 Sole Agents.
**THE AMERICAN SYSTEM
DENTISTRY**

DR. M. H. CHAUN.
38, Des Voeux Road Central, HONGKONG.
From the University of Pennsylvania, U.S.A.
Hongkong, 4th March, 1902. [2883]

QUAN YAH & CO.
GRANITE ARCHITECT CONTRACTORS.
Dealers in
**MARBLE AND GRANITE
MONUMENTS.**
No. 1, QUEEN'S ROAD EAST.
Estimates, Designs & Prices on Application.
All descriptions of Granite for Export.
Hongkong, 17th October, 1900. [1955]

**TEANG FOO & CO.
SAM WING HING**

COAL MERCHANTS,
No. 48, DES VOEUX ROAD CENTRAL.
Telephone No. 822.
Hongkong, 26th September, 1901.

INSURANCES

"L'URBAINE"

FIRE INSURANCE COMPANY, LD.
(Established 1838).

THE Undersigned, having been appointed
GENERAL AGENTS for the above
Company, are prepared to ACCEPT RISKS
at current rates.

P. LEMAITRE & CO.
Hongkong, 7th February, 1901. [472]

**AACHEN AND MUNICH FIRE IN-
SURANCE CO.
OF AIX-LE-CHAPPELLE.**

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

REUTER, BROCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. [118]

PHENIX FIRE OFFICE

The Undersigned are now prepared to
GRANT POLICIES of INSURANCE
against FIRE at Current Rates.

DOUGLAS LAFRAIK & CO.,
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1897. [128]

**NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG**

The Undersigned AGENTS of the above
Company are prepared to ACCEPT FIRE
Classe Foreign and Chinese Risks at Current
Rates.

STENSSSEN & CO.,
Agents.
Hongkong, 29th May 1895. [27]

**THE LIVERPOOL AND LONDON AND
GLOBE INSURANCE COMPANY.**

Assets Exceed Ten Millions Sterling.
The Undersigned having been appointed
AGENTS are prepared to ACCEPT
FOREIGN AND CHINESE RISKS against
FIRE, at Current Rates.

WM. MEYERINK & CO.,
Hongkong, 3rd June, 1902. [2376]

**SALAMANDER FIRE INSURANCE
COMPANY.**

The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

HCTZ, J. JACOB & CO.,
Hongkong, 2nd April, 1900. [29]

**GENERAL MARINE INSURANCE
COMPANY, LIMITED,
OF DRESDEN.**

The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT FOREIGN AND
CHINESE RISKS.

HCTZ, J. JACOB & CO.,
Hongkong, 1st September, 1902. [2327]

**THE WESTERN ASSURANCE COM-
PANY OF TORONTO, CANADA.**

INCORPORATED 1851.
Cash Security ... \$26,719
Total Losses Paid ... \$26,739,240

The Undersigned having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

WM. MEYERINK & CO.,
Hongkong, 22nd July, 1902. [1427]

THE NORTHERN ASSURANCE CO.
ESTABLISHED 1838.

The Undersigned Agents of the above
Company are prepared to accept First
Class FOREIGN AND CHINESE RISKS against
FIRE at Current Rates.

TURNER & CO.,
Agents.
Hongkong, 23rd August, 1902. [2262]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.
The Undersigned having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE at
Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 16th May, 1892. [25]

**TRANSATLANTIC FIRE INSURANCE
COMPANY OF HAMBURG**

The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE at
Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 16th November, 1892. [25]

**NORTH BRITISH AND MERCANTILE
FIRE INSURANCE COMPANY.**

TOTAL FUNDS AT 31st DECEMBER, 1901,
£15,722,693.
I. AUTHORIZED CAPITAL... £3,000,000 0 0
SUBSCRIBED CAPITAL... 2,750,000 0 0
PAID-UP CAPITAL... 687,500 0 0
II. FUND FUNDS... 2,635,548 5 2

The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE at
Current Rates.

SHEWAN, TOMES & CO.,
Agents.
Hongkong, 1st July, 1902. [1796]

**AUTOMATIC MAUSER
PISTOLS.**

CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.
SIEMSEN & CO.,
Hongkong, 3rd October, 1900. [64]

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE.
Absolutely Smokeless and Water-Resisting.
The BEST NITRO-POWDER in the WORLD.
PRICE OF 12-BORE CARTRIDGES—
Powder only, 1000 and 1000 of Shot.
Primrose Cases... \$6.25
Pegamoid Cases... 6.55
Ejector Brass Cases... 7.50
5 per cent. discount on orders of 1,000 and over.
Apply to—
WM. SCHMIDT & CO.,
Gunmakers,
Hongkong, 3rd July, 1902. [1833]

SCIENTIFIC MISCELLANY.

**USED UP METALS—A HAT-PEPPER STUDY—IM-
PROVED LUMINOUS PAINT—PHOTOGRAPHY
WITH DYES—GLACIERS FROM VOLCANOES**

—THE EYES AND HEALTH—INVISIBLE
NORTHERN LIGHTS—SWALLOWING PHOTO-
GRAPHED—MOSS ON TREES.

After its life in the arts, M. Ditte tells us, a
metal is gradually returned to the earth—in
most cases in its original form. Iron and tin are
reconverted into oxides; copper, into oxides and
sulphides; silver, into sulphides; and lead, into
sulphides and carbonates. Gold and platinum,
usually found pure, disappear through friction
and mechanical action. In the soil the more or
less altered metals are further changed by
saline substances and water, and are slowly
washed into cavities, to form metalliferous
deposits for the use of future centuries.

Hay fever is a subject of personal investigation.
By enquiries among 400 persons at North
Sea resorts, Dr. Thast has confirmed the as-
sumption that its chief peculiarity is an
idiosyncrasy of the olfactory nerve in respect
to the odours of certain flowers, and that the
only places absolutely free from it are those
with scanty, low vegetation without much
blossoming. While no remedy will cure once
for all in a few applications, the experience of
these persons shows that it can be relieved and
even cured by local treatment.

The new self-luminous mixture of a French
chemist, claimed to require only very short
exposure to light and to be unusually brilliant
and lasting, consists of 20 parts of dehydrated
sodium carbonate, 5 of sodium chloride, 1 of
magnesium sulphate, 50 of strontium carbonate,
and 150 of sulphur. The well-mixed materials
are kept at a white heat for three hours in a
muffle from which the air is carefully excluded.

The largest pendulum ever made is that with
which Messrs. Berbet and Flammarion have
been demonstrating the earth's rotation, in
Paris. A lead ball of 56 pounds is attached to
a fine piano-wire about 210 feet long. The
oscillation lasts 16 seconds.

Colour-photography through the bleaching
action of light upon certain dyes has occupied
the attention of Karl Worel for more than three
years. He has found that paper coated with
suitable proportions of certain red, yellow and
blue dyes reproduces the colour of the light fall-
ing upon it, and that the sensitiveness is greatly
increased by ethereal oils. Of about 100 different
oils tried, the oil of anise proved the most
powerful sensitiser, this property depending
upon its anethol. In practice, a bath was
prepared with alcoholic solutions of primrose,
Victoria blue, a few drops of cyanine, carmine,
auramine, and a certain amount of anethol; and
writing paper—free from wood pulp—was passed
through this bath, and at once printed through
a stained glass picture or a coloured positive.
The anethol was then removed from the print
by soaking an hour or two in benzine. No per-
fect fixing agent has been discovered, but
placing the print in a saturated solution of
sulphate of copper for two or three hours gave
fair results.

The novel theory that volcanic eruptions
produce glacial epochs is advocated by Paul and
Fritz Sarasin, German geologists. It is calcu-
lated that a lowering of the mean annual tem-
perature by 7 deg. or 8 deg. F. would be sufficient
to give all the phenomena of glaciation; and
the vast quantity of dust thrown off by the
Krakatoa eruption of 1884, and remaining
suspended in the air for years, satisfied these
theorists that the simultaneous eruption of
many volcanoes could so veil the sun as to give
the necessary slight lessening of temperature.
This would make possible a new ice-age at any
time.

Simple eye-strain is at the root of many of
the ills of nervous patients, in the opinion of
Dr. Geo. S. Hull. The brightness of
California's sunshine sends many visitors to
the local oculists, who, in relieving the eyes
relieve also the stomach trouble, headache,
insomnia, depression, spinal exhaustion, and
even tuberculosis, for which long health trips
are taken.

A white rust is an unexplained "disease" of
English and German galvanised iron that has
developed within a year or two.
Spectroscopic observations prove that auroras
occur much more frequently than has been
supposed. At a new observatory near Götting-
en, the auroral line was distinctly seen in the
northern sky by E. Wiechert from 1st to 9th
November, and he was at first to suspect that
the phenomenon is always with us. But it could
not be detected on clear evenings of December
and January. The line again appeared in all
parts of the sky on 29th February and 3rd
March, and it was calculated that, if the aurora's
height was not less than 30 miles, the same
method should detect it as far as the south of
Italy. In all these observations, the naked eye
showed nothing but a faint general luminosity of
the sky, not half as bright as the Milky Way.

Internal parts of the living body in action
have been photographed by Dr. P. H. Eykman.
In investigating the motion of the tongue,
pharynx, and larynx in swallowing, he fixes an
electric contact on the Adam's apple, the
movement of which closes the current feeding
the X-ray tube at a perfectly definite moment
during the motion. To get a distinct photo-
graph it is necessary to repeat the motion
120 or 130 times. The position of the contact is
altered for obtaining pictures of other phases
of the swallowing. Despite the difficulties of
this curious experiment, fairly good photo-
graphs have been made, and they throw new
light on the working of the organs of the
throat.

A familiar belief is that moss grows chiefly
on the north side of trees. The notion is not
established by science, and an examination of
many trees has shown Prof. Henry Kraemer, a
Philadelphia botanist, that 10 per cent. had the
moss on the west side, 10 per cent. on the north-
west side, 10 per cent. on the north side, 20 per
cent. on the north-east side, 35 per cent. on the
east side, and 15 per cent. on the south-east side.

A Berlin dentist's new local anesthetic is a
preparation from fresh suprarenal capsules of
oxygen and calvea. Injected into the gums, this
gives insensibility as deep as the bone.

NOTICE

A MEETING of HIS MAJESTY'S
JUSTICES OF THE PEACE will be
held in the JUSTICES' Room, at the Magistracy,
at 2.15 P.M. on TUESDAY, the 23rd day
of September, 1902 for the purpose of considering
the following application:—
From one DHUNJEEBHAY DORABHAI
for a Publican's License to sell and retail
intoxicating Liquors on the premises situate at
No. 3, Des Voeux Road Central, under the sign
of "King Edward Hotel."
F. A. HAZELAND,
Magistracy,
Hongkong, 9th September, 1902. [2478]

THE

CHINA AND JAPAN

TELEPHONE AND ELECTRIC

COMPANY, LIMITED.

HONGKONG EXCHANGE.

OPEN DAY AND NIGHT.

SUBSCRIPTIONS.—

EXCHANGE LINES,

\$50 Per Annum.

PRIVATE LINES,

\$100 Per Annum.

NO CHARGE FOR INSTALLATION

N.B.—A special charge is made for lines as
more than average length.

ELECTRIC SUPPLIES OF EVERY

DESCRIPTION IN STOCK.

Including:—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &c., &c.

PRICE LISTS

ON

APPLICATION.

ELECTRIC BELL INSTALLATION

ERECTED AND KEPT IN

ORDER

Estimates given for all kinds of Electrical work

Trained Mechanicians sent to Out-Ports to
fit up Installations if required.

For full particulars, &c., &c.,
Apply to
S. J. GODWIN,
Acting Manager.

Note Address:—No. 2, ICE HOUSE ROAD.
Hongkong, 18th January, 1898.

LIEBER'S STANDARD CODE.

ENGLISH EDITION. FRENCH EDITION.
PRICE ... U.S. \$10.00.

SELECTED CODE WORDS:

THE Cipher is selected from the "OFFI-
CIAL VOCABULARY," care having been
taken to omit such dangerous ciphers as
"Cheap," "Charge," "Collect," "Bimonthly,"
"Eleventh," "Eighteenth," "Cargo," &c., which
are found in other Codes.

CONTENTS.

The Code contains 800 pages of 75,000
ciphers: 65,000 have sentences, and 10,000 are
blank, enabling the addition of private phrases
under their proper headings.

DIRECTORY OF USERS.

LIEBER'S MANUAL, published every three
months, contains a revised list of those using
the Code. NO OTHER CODE FURNISHES SUCH
A LIST.

BEST EXTANT.

That LIEBER'S CODE is recognised as the best
ever offered to the public is shown by the
following houses, who have unqualifiedly
endorsed it in preference to all others:—
HONGKONG AND SHANGHAI BANKING
CORPORATION.
CHARTERED BANK OF INDIA, AUSTRALIA
AND CHINA.
RUSSO CHINESE BANK.
JARDINE, MATHESON & CO.
ARNHOLD, KARBURG & CO.
CHINESE ENGINEERING CO.
"HONGKONG DAILY PRESS."

LIEBER CODE CO.,
2 & 4, Stone Street, New York;
20, Bucklebury, London, E.C.
Hongkong, 25th November, 1901. [239]

FOR SALE

MAP OF THE SIKIANG or WEST
RIVER
From Hongkong to Wuchowfu,
Showing the Ports and Calling Places
Opened to Foreign Trade, 1897.
Published at Daily Press Office.
Price 25 Cents, Cash.
Hongkong, 1st April, 1897.

VINOLIA SOAP is Unsurpassed for the Complexion.

VINOLIA SOAP Keeps the Skin as soft as Velvet.

VINOLIA SOAP Lasts well, and does not dry or Irritate

the most Sensitive Skin.

VINOLIA SOAP Is a Luxury for the Toilet.

VINOLIA CREAM (For Prickly Heat, Sunburn, Itching, &c.) In 4 sizes.

VINOLIA POWDER (For Redness, Roughness, Toilet, &c.) In 4 sizes.

SOLD EVERYWHERE.

1247



INFERIOR IMITATIONS

of this Water, bottled by unprincipled Japanese,
are being constantly palmed off for
THE GENUINE ARTICLE.

An impudent and fraudulent imitation of
the genuine TANSAN is now on the market
bearing the name of YAMAGUCHI & CO.,
Hiogo. These imitations are unpalatable and
in many cases positively dangerous.

The PUBLIC are cautioned to SEE that the
LABEL BEARS THE NAME

OF THE

SOLE PROPRIETOR:

J. CLIFFORD-WILKINSON,

Kobe, Japan.

[2497]

JAPAN COALS.

mitsui BUSSAN KAISHA

(MITSUI & CO.)

HEAD OFFICE:—43, SAKAMOTO-CHO, TOKYO.

LONDON BRANCH:—34, LIME STREET, E.C.

HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER BRANCHES:

New York, San Francisco, Hankow, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,
Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka,
Nagoya, Osaka, Kobe, Kure, Shimonsaki, Moji, Wadamasa, Karatsu, Nagasaki,
Kuchinotsu, Sasebo, Matsuyama, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A.I. Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State
Railways: Principal Railway Companies and Industrial Works; Home and Foreign Mail
Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Hokoku, Honda, Ichimura, Kanada, Kishima, Mameda, Manasura, Onoura,
Otsuji, Sas

OCEAN STEAM SHIP COMPANY, LD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"ACHILLES"	On 22nd September.
GLASGOW and LIVERPOOL	"MENECLAUS"	On 1st October.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 10th October.
GLASGOW and LIVERPOOL	"DEUCALION"	On 19th October.
GLASGOW and LIVERPOOL	"PATROCLUS"	On 28th October.
GLASGOW and LIVERPOOL	"STENTOR"	On 30th October.

TO	STEAMERS	TO SAIL
LONDON	"DIOMEDES"	On 30th September.
LONDON	"NESTOR"	On 14th October.
LONDON	"ACHILLES"	On 28th October.
LONDON	"MENECLAUS"	On 11th November.
LONDON	"AGAMEMNON"	On 25th November.
LIVERPOOL	"MACHAON"	On 20th October.

The S.S. "ACHILLES" left Singapore on the 17th inst., at daylight, and is due here on the 22nd inst.

For Freight, apply to
BUTTERFIELD & SWIRE, AGENTS.
Hongkong, 18th September, 1902. [11]

CHINA MUTUAL STEAM NAVIGATION COMPANY, LD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"KAISOW"	On 19th September.
GLASGOW and LIVERPOOL	"HYSON"	On 2nd October.

TRANS-PACIFIC SERVICE.
FOR
"VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS VIA NAGASAKI, KOBE & YOKOHAMA."
The S.S. "KAISOW" left Singapore on the 14th inst. for this port and is due on the 19th inst.

For Freight, apply to
BUTTERFIELD & SWIRE, AGENTS.
Hongkong, 18th September, 1902. [2402]

CHINA NAVIGATION CO., LIMITED.

FROM	STEAMERS	TO SAIL
FOOCHOW, SHANGHAI, and CHINKIANG	"CHANGCHOW"	On 19th September.
MANILA, ILOILO, and CEBU	"WAMPOA"	On 22nd September.
TIEN TSIEN, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"SUNGKIANG"	On 23rd September.
KOBE	"KAI FONG"	On 26th September.
	"NANCHANG"	On 27th September.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A daily qualified Surgeon is carried. Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, AGENTS.
Hongkong, 19th September, 1902. [12]

PORTLAND & ASIATIC STEAMSHIP CO.

STEAMSHIP	TONS	CAPTAIN	HONGKONG
"INDRAVELLI"	4,890	W. C. Craven	October 24, 1902
"INDRAPUTIA"	4,890	Hollingsworth	November 14, 1902
"INDRASAMHA"	5,197	R. P. Craven	December 14, 1902

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.
Hongkong, 17th September, 1902. [41]

OSAKA SHOSEN KAISHA.

FOR	STEAMERS	LEAVING
TAMSU, VIA SWATOW AND AMOY	"DAIGI MARU"	SUNDAY, 21st September.
TAMSU, VIA SWATOW AND AMOY	"DAIJIN MARU"	SUNDAY, 28th September.
FOOCHOW, VIA SWATOW AND AMOY	"ANPING MARU"	WEDNESDAY, 24th September.
ANTUNG, VIA SWATOW AND AMOY	"MAIDZU MARU"	WEDNESDAY, 1st October.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a daily qualified doctor is carried. All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's. Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsu to land all passengers and cargo.

By the Co.'s new Steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Voeux Road Central, Hongkong, 18th September, 1902. [15]

COMPAGNIE DES MESSAGERIES MARITIMES.

STEAMSHIP	TONS	CAPTAIN	HONGKONG
"INDRAVELLI"	4,890	W. C. Craven	October 24, 1902
"INDRAPUTIA"	4,890	Hollingsworth	November 14, 1902
"INDRASAMHA"	5,197	R. P. Craven	December 14, 1902

NOTICE
STEAM FOR SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DIBOUT, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAYRE, BORDEAUX, etc.

ON MONDAY, the 22nd September, 1902, at 1 P.M., the Company's Steamship "LAOS," Captain Flaminio, with Mail, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSITMENT.

Cargo and Specie will be registered for London, as well as for Marseilles, and accepted in transit, through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M., on the 21st September. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, General Agent for China and Japan. Hongkong, 18th September, 1902. [13]

VESSELS ON THE BERTH

THE RUSSIAN EAST ASIATIC COMPANY, LIMITED.

FOR PORT ARTHUR AND VLADIVOSTOK.
THE Russian Steamer
"MANCHURIA,"
Captain Prabl, will be ready to load here on the 15th September for the above ports, and will have quick despatch.

For Freight or Passage, apply to
MELCHERS & CO., Agents.
Hongkong, 9th September, 1902. [2313]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.
THE Company's Steamship
"SALAZIE,"
Captain Aubert, will be despatched for the above ports on or about MONDAY, the 22nd inst.

For Freight or Passage, apply to
G. DE CHAMPEAUX, Agent.
Hongkong, 16th September, 1902. [12]



TOTO KISEN KAISHA (ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA.

THE Company's well-known Steamship
"ROSETTA MARU,"
3,876 Tons,
Captain Tate, will be despatched for MANILA on FRIDAY, the 26th inst., at 3 P.M.

Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewardess carried. For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.
Prince's Buildings, Ice House Street, Hongkong, 8th September, 1902. [16]

CHINA NAVIGATION CO., LD.

HONGKONG TO SYDNEY AND MELBOURNE VIA USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersigned.

NEXT SAILINGS:
"CHINGTU" leaves on 20th September
"TAIYUAN" " " 24th October
"TSINAN" " " 15th November
"CHANGSHA" " " 6th December.

Superior accommodation and Electric Light throughout. Equipped with Refrigerators which ensure a fresh supply of Ice and Provisions during the entire voyage. Daily qualified European Surgeons carried.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, AGENTS.
Hongkong, 17th September, 1902. [1981]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE & BOMBAY. (In close connection with the Company's accelerated line to TRISTE.)

THE Company's Steamship
"TIROL,"
Captain Bretfeld, will be despatched as above on FRIDAY, the 26th inst., P.M.

The Steamer has capital accommodation for Passengers. Electric Light, and carries a Doctor.

For information as to Passage and Freight, apply to
SANDER, WIELER & CO., Agents.
Prince's Building, Hongkong, 11th September, 1902. [13]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.
"HUDSON" About 5th October.

For Freight and other information, apply to
STANDARD OIL COMPANY OF NEW YORK, Agents.
Oriental Shipping Department, Hongkong, 12th September, 1902. [2441]

STEAM FOR ODESSA.

THE Russian Steamer
"KNIS GOETSCHAKOW,"
3,287 Tons Gross Register, will be despatched for ODESSA, VIA PORTS OF CALL, on or about 15th October.

For Freight and further Particulars, apply to
BRADLEY & CO., Agents.
Hongkong, 15th September, 1902. [2461]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPS PORTS every fortnight.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED, General Agents for China and Japan.
Hongkong, 4th August, 1897.

STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.
"AFRIDI" About 20th Sept.
"HILLOLEN" 27th Sept.
"RICHMOND CASTLE" 11th Oct.
"LOTHIAN" To follow.
"LOTHIAN CASTLE" To follow.

For Freight and further information, apply to
DODWELL & CO., LD., Agents.
Hongkong, 3rd September, 1902. [711]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG. 1902.

"AFRIDI" About 20th Sept.
"HILLOLEN" 27th Sept.
"RICHMOND CASTLE" 11th Oct.
"LOTHIAN" To follow.
"LOTHIAN CASTLE" To follow.

For Freight and further information, apply to
DODWELL & CO., LD., Agents.
Hongkong, 3rd September, 1902. [711]

UNITED STATES AND CHINA-JAPAN S.S. LINE.

REGULAR SERVICE FROM JAPAN, CHINA, HONGKONG TO NEW YORK VIA SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

THE following Steamers will be despatched as above, carrying Cargo at current rates:—
PROPOSED SAILINGS FROM HONGKONG.
S.S. "INDRANT" 30th Sept., 1902.
S.S. "INDRAWADI" Oct., 1902.

For Freight and further information, apply to
JARDINE, MATHESON & CO., Agents.
"Indra" Line, Ltd. [230]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TROU, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
"EASTERN,"
Captain Ellis, will be despatched as above on THURSDAY, the 2nd October, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A Stewardess and a daily qualified Surgeon are carried.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 6th September, 1902. [2380]

NOTICES TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"SOCOTRA,"
FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. To-day, the 17th inst.

Goods not cleared by the 23rd inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company, who will survey Goods at 11 A.M. on Tuesdays and Fridays. Certificates of damage must be obtained within ten days of the vessel's arrival here, after which no claims will be recognised.

E. A. HEWETT, Superintendent.

Hongkong, 17th September, 1902. [1]

FROM MIDDLESBOROUGH AND LONDON.

THE Steamship
"FLINTSHIRE,"
Captain E. J. Siddie, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 2.30 P.M.

No Fire Insurance has been effected; and any Goods remaining in the Godowns after the 27th September, will be subject to rent.

Bills of Lading will be countersigned by
SHEWAN, TOMES & CO., Agents.
Hongkong, 15th September, 1902. [2472]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Company's Steamship
"NIPPON,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 27th September, or they will not be recognised.

No Fire Insurance has been effected; and any Goods remaining in the Godowns after the 27th September, will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WIELER & CO., Agents.
Hongkong, 17th September, 1902. [3]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship
"KUMSANG,"
having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from along-side.

Cargo impeding the discharge or remaining on board after 4 P.M., the 19th inst., will be landed at Consignees' risk and expense into Godowns at BARR PORT.

No Fire Insurance will be effected. Bills of Lading will be countersigned by
JARDINE, MATHESON & CO., General Managers.
Hongkong, 17th September, 1902. [2480]

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND STRAITS.

THE P. & O. S. N. Co.'s Steamer
"VALETTA,"
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. "Roma."
From Australia, ex S.S. "Australia."
From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional goods will be landed here, unless instructions are given to the contrary before 1 P.M. To-day, 13th inst.

Goods not cleared by the 19th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company, who will survey Goods at 11 A.M. on Tuesdays and Fridays. Certificates of damage must be obtained within ten days of the vessel's arrival here, after which no claims will be recognised.

E. A. HEWETT, Superintendent.

Hongkong, 13th September, 1902. [1]

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"PREUSSEREN,"
OF THE "Norddeutscher Lloyd,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 6 P.M. To-day, the 17th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 24th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 23rd, and THURSDAY, the 25th inst., at 9.30 A.M.

All Claims must reach us before the 28th September, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.
Hongkong, 17th September, 1902. [5]

WE SHIP ON APPROVAL.

and guarantee safe delivery.
Highest Grade Cycles. Fully Warranted.
Latest Model. \$2.10 to \$4.10.
Durable Tyres, Solid Wood Rims, Fire Wheels, Mail Carriage Rims, etc.

TYRES, ACCESSORIES, SPORTING GOODS, and LEATHER MACHINERY, all at lowest prices.

Lowest Freight Rates to all parts of the world.

Write for full particulars and price list to
Mead Cycle Co., U.S.A.
1891

RAINIER BEER.

The Strong Chain

of evidence of satisfaction that comes from each new place in which

RAINIER BEER

is introduced, proves its merit. The three points in its favor are purity, wholesomeness and a better flavor than any other beverage.

A. S. WATSON & CO., LD., Hongkong, Agents.

MOTHER SEIGEL'S CURATIVE SYRUP.

AN IDEAL TONIC

is one that restores tone and efficiency to the stomach, liver and kidneys impaired through

worry, overwork, climatic changes, unhealthy atmosphere in factory or office, disease or any other cause. It promotes the thorough digestion and assimilation of food, which are the foundation of good health.

Such a tonic is Mother Seigel's Curative Syrup. Mr. ALKE COCHRAHE, Esq. St. Leonards, Victoria, in a letter describing how he had for five years suffered from acute indigestion and been completely cured by Mother Seigel's Curative Syrup, says: "Through it is eighteen months since I took the last dose I feel better and stronger than ever I did in my life before." Such is the power of Mother Seigel's Curative Syrup.

MADE FROM ROOTS AND HERBS.

General Agents for China and Japan.
DODWELL & CO., LIMITED.
Hongkong, 4th August, 1897.

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